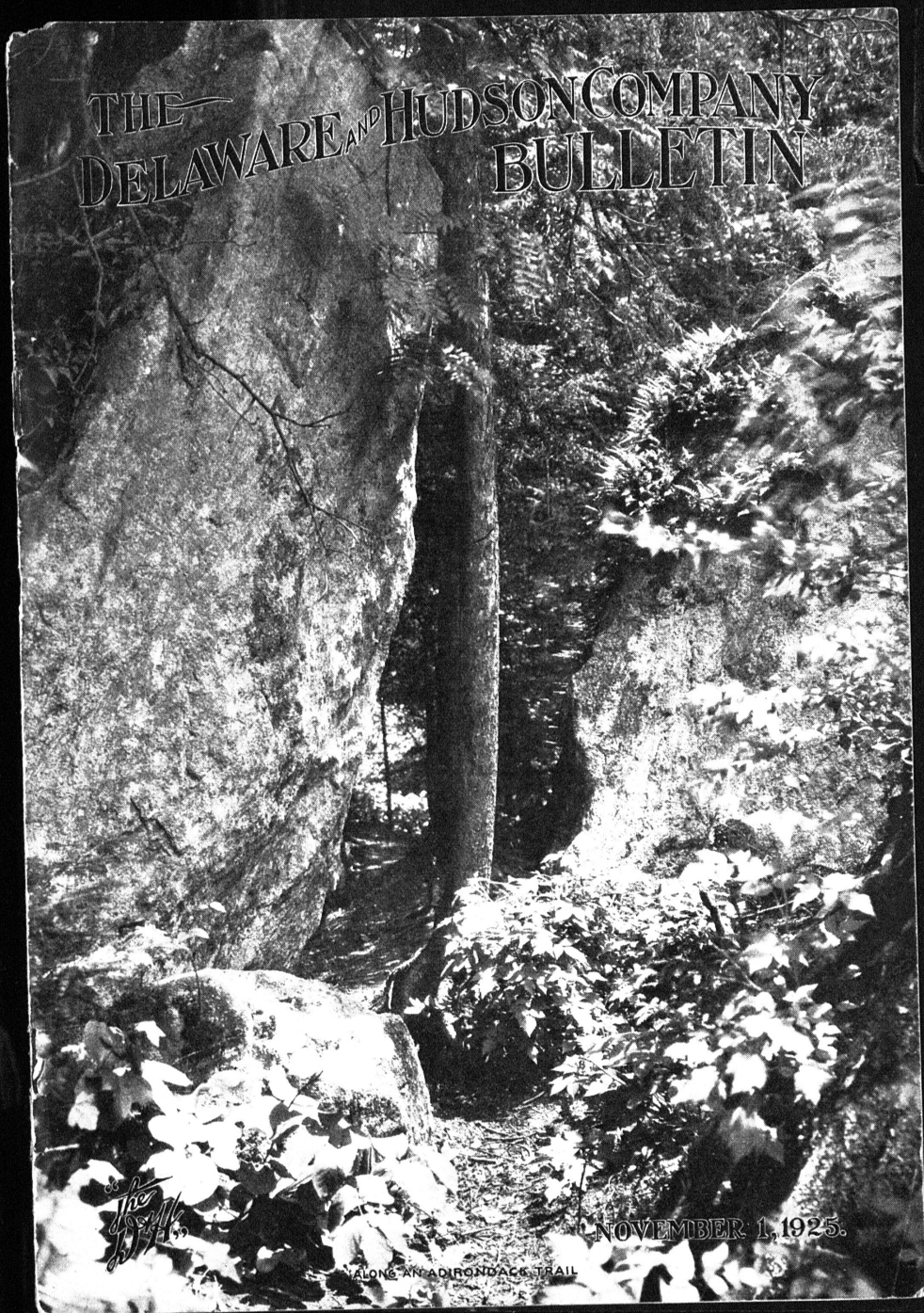
THE DELAWARE AND HUDSON COMPANY BULLETIN



NOVEMBER 1, 1925.

ALONG AN ADIRONDACK TRAIL

Did You Ever Stop To Think—

THAT RAILROADS are vital to the growth of a community. Nothing contributes more to their progress than the service they give.

That the public cannot afford to forget the railroads that serve them. They are silent partners of the railroads, as neither can succeed without the help of the other.

Right now much attention should be given to the railroad situation. There is danger of loss of railroad service to many communities on account of truck and automobile competition.

It is not good for any section to lose railroad transportation, and it will be a sad day for them when they are left with the highway as their only means of transportation. Truck and automobile competition is bringing about that condition in many sections.

This is the day of hard surfaced roads. Good roads are a necessity. So are the railroads.

—From the Mayfield (Ky.) Messenger.

The DELAWARE AND HUDSON COMPANY BULLETIN

Vol. 5 Albany, N. Y., November 1, 1925 No. 21

Fifty-One Years Not Enough

Failing Eyesight Brought To Abrupt Ending Interesting Career of Veteran Locomotive Engineer Who Would Liked to Have Stayed At the Throttle Longer

IT was my eyes, they forced me to quit the road, and if it wasn't for them I'd be there now," is the way JOHN T. COYNE of No. 60 Jay street, Albany, N. Y., a locomotive engineer, views his recent retirement. For fifty-one years, prior to July 1, last, when he was granted a pension on his own application by the Board of Managers, he had been continuously in the employ of the Company, the greater part of the time having been passed on the Susquehanna division.

JOHN T. COYNE

"He ought to have had enough of it in fifty-one years," some will say and quite naturally so if they never have experienced that strange fascination that attaches to railroad life. Artists have sought in their sketching to typify the spirit of transportation and poets long have sung the praises of railroad men, but none has yet been known to describe in a true sense that peculiar urge of the rails that binds men to them with a love that knows no denial. To the youth these impulses seem as but a fancy for they are felt generally, only by those of long service who have found in their work an inspiration, an opportunity for service, and a responsibility in the successful fulfilment of a great undertaking.

Incidentally, just prior to making this statement he had been reading a newspaper account of a slide in "Rock Cut" just south of the Kenwood yards, and recalled the perils that were experienced there during the earlier days of his career. Once when running with Henry Gilroy on the Altamont local he had stripped his locomotive when he hit a rock that had become lodged between the rails. A brake rod became entangled in an eccentric hook and without brakes or a chance to reverse his engine which was listing most precariously, due to the derailment of the forward engine truck wheels, the situation looked pretty bad, indeed, as he approached bridge 2.26. Fortunately, however, the derailed wheels caught the guard rail a short distance from the bridge and took the rail. The engine righted itself and the span was crossed in safety.

In his youth, his future was destined to be that of the son of any well-to-do man, but today such recollections seem more like a dream to him than anything else although in the management of his own affairs he has been very successful. His father, John Coyne, came to this country from County Sliegel, Ireland, in '48. He had served an apprenticeship in the grocery business, as was a custom in that country, and so engaged in that trade in Boston. Some time later his store was destroyed by fire and he moved to Chelsea and thence to

Lynchburg, Va. Another move located him in Elk county, Pennsylvania, where he built a log cabin on the site of a settlement that afterward became known as Coynesville. It was situated between Centerville and Ridgeway, the county seat, and near St. Mary's in which town he again engaged in the grocery business, later acquiring also a hardware store and a clothing store.

At the height of his success he entered politics and for two terms was treasurer of Elk county. During his last term, however, he had a most unfortunate experience that swept away his accumulations of a life time. The county offices were robbed one night and in order that no suspicion should rest upon him he disposed of all his personal possessions in an effort to make good the loss.

JOHN was born at Coynesville, January 27, 1858, and was the seventh youngest among ten children. As a boy he attended a German parochial school in St. Mary's but following his father's loss the family moved to Albany, either in 1868 or 1869, where he attended a private school conducted by a Mrs. McLaughlin at Osborn and Elizabeth streets. Then he went to work, first leading a horse on the docks that then stretched south from the grain elevators that stood in the vicinity of "Bull Run," a part of the present yard system well known to all railroad men, to Island Creek.

About this time he got one week of experience that he never will forget. It was at the Shields' tobacco factory, where he found work stripping and butting tobacco leaves. This work was performed at piecework rates or on the pound basis and at the end of the week he received the enormous sum of forty cents.

In 1876 he went braking for a short time, succeeding Martin ("Chicken") Ichenhoover. Work, however, was slack and learning that help was needed in the construction of the road between Port Henry and Westport, he, with about thirty other boys of his age, went there. He got a job with Mike Dorsey dropping spikes and doing such other tasks as he could well perform until he was called back to Albany on account of the illness of a brother, Mike, who was employed as a flagman in Church street, between Fourth avenue and Exchange street.

His brother died and he took his place "running" and held it until in '77 when he went wiping in the "new" roundhouse at Lumber street (now Livingston avenue). He recalls that the track in Church street at that time was laid for both broad and standard gauge equipment and that the space between the rails was filled in with plank.

The roundhouse at Lumber street he speaks of as "new," because earlier, there had been a two-story wooden shed which protected the locomotives that were turned at that point. A single track led to it, but a switch just inside the door made possible the use of two tracks, each of which would hold two locomotives. One end of the shed abutted a dwelling in the wall of which there was a large hole. This would admit the pilot of a locomotive and on occasions when it became necessary to crowd an extra engine into the house the forward one would be forced against the end of the building until the bucking beam was snug against the wall.

Talk of a "Deeper Hudson" which is so prevalent in Albany just now, interests him greatly, for he remembers the days when the lumber district in North Albany was a beehive of activity and how sailing vessels—some of them four-masters—would come up the river for cargoes of lumber. The men who manned the yards were big fellows of great brawn. The worked five in a gang, as a rule, and made good money. It was a rare sight, he says, to see the speed with which they worked. By the use of a heavy leather apron which was kept well greased, they would pick up the end of a stick and by a deft throw slide it across their lap until it rested about on center and thus they would be able to handle it unassisted.

Some of the engines which he wiped while engaged at the roundhouse were the *W. B. Gage*, the *Mohawk* which later became the *Saratoga*, the *Z. V. K. Wilson*, and the *Judge Weller*, all inside connected and having drivers of seventy-two inches, and the *H. C. Hall*, an outside connected engine. The *Tommy White*, another outside connected engine, he recalls because of its peculiar design. Its cylinders were adjusted on an angle of about forty-five degrees on the "go-ahead stroke," and it was one of the smartest engines on the road. Then there was the *S. M. Craver* that worked on the Troy local which ran back and forth on the west side of the Hudson river instead of on a belt line as is the practice today, the *Ira Brownell* and the *LeGrand B. Cannon*.

Only three or four men were employed at the roundhouse. George Bennett, the foreman, was the only machinist, and there was a blacksmith and helper, and two wipers. Bennett lived in East Albany and as there were no telephones then in use considerable embarrassment was experienced when his services were needed during his hours off duty. Particularly was this true when straight air first was introduced. For some time MR. COYNE had noted this condition when he decided to take a hand at making repairs and soon became a very able assistant.

Among the engineers on the road at that time he recalls in particular Jimmy Murray and Eddie Mahar who ran the Troy locals, Tom Murray, Tom Hardy, Bill Fisher, and Charlie Stanley.

(Concluded on Page 12)

Veterans Take Tax Stand

Adopt Resolution at Quarterly Meeting the Intent of Which Is An Equitable Adjustment of Taxes As Between Railroads and Motor Bus and Truck Operators

A Resolution

WHEREAS, the prosperity of the employes of The Delaware and Hudson Company depends upon the prosperity of the employer, and

WHEREAS, there has a situation arisen that is manifestly unfair to the individual employes and to the company, namely, the operation of buses for both freight and passenger service without the payment of proper taxation, that seriously interferes with the revenue of the company, the individual and the company being taxed for the maintenance of highways and those highways being put to use by the buses for the transportation of freight and passengers without the payment of an equitable proportion of the taxes for the building and maintenance of same, therefore

IT IS RESOLVED by the Veterans' Association of The Delaware and Hudson Company at their Third Quarterly meeting assembled at Casino Hall, in the City of Carbondale, October 11, 1925, that we realize that the situation is one greatly to the detriment of the company and its employes, and

IT IS FURTHER RESOLVED that the President be authorized to appoint a committee consisting of seven members, to formulate a manner of proceeding to cooperate with whomsoever possible in remedying the matter by seeking proper legislation in the various states and by cooperating with the Veteran Associations of other railroads to bring about the passage of legislation that will equalize the taxation in question.

IN the above resolution is to be found the spirit of the Veteran movement as it prevailed at the regular quarterly meeting of The Delaware and Hudson Veterans' Association which was held at Carbondale, Pa., on Sunday, October 11. The resolution was presented by MARTIN CRIPPEN, claim agent on the Pennsylvania division and for three successive terms president of the Veterans' Association, with significant remarks, and was seconded by W. C. GURNEY, passenger conductor on trains Nos. 308 and 309 on the Susquehanna division, and J. J. HURLEY, foreman upholsterer at the Oneonta shops. Each, in rising to second the adoption, declared most emphatically that in their opinion railroad men should work for an equitable adjustment of the problem of taxation as between railroads and the owners and operators of motor equipment.

MR. HURLEY, in characterizing The Delaware and Hudson as the "Mother of Railroads," asserted that it was only proper that its veterans should be the first to enter a protest against this "high-handed robbery." "Politicians," he said, "take a delight in hitting the railroads today and it is our (the railroad employes) duty to protect our interests."

MR. CRIPPEN was appointed chairman of a committee with which action on this resolution was entrusted, and in its deliberations will have the helpful cooperation of J. E. ROBERTS, superintendent of transportation, FELIX DALEY, W. C. GURNEY, T. T. RICKETTS, D. F. WAIT, and HENRY BOOTH.

S. G. COBB, president of the association, presided at the meeting. Before him sat upward of 250 members and several representatives of the Ladies' Auxiliary of the Susquehanna division. The meeting was opened with the Lord's prayer, repeated in unison, and the singing of the National Anthem, after which James J. O'Neil, ex-judge of Lackawanna county, Pennsylvania, was introduced as "the oldest commuter on The Delaware and Hudson," and, in a very happy way, welcomed the veterans to Carbondale.

"The Delaware and Hudson Company," said Judge O'Neil, "has had a wonderful career; it has survived many panics and other financial crises, and today stands foremost among the great industries of our country." He recalled

the days of the Wurts brothers, when wood in the Lackawanna valley was so abundant that it had practically no market value, and traced briefly the history of the growth of the road up to the present. Of its promoters, he declared them to be "pioneers who deserve the greatest honors." "All Carbondale is today, it owes to The Delaware and Hudson Company," he continued and then endorsed the Veteran movement as "a most wholesome, proper and popular idea that such men should get together." In conclusion he observed that "all difficulties in life arise because we do not understand each other."

PRESIDENT COBB, who for many months past has been the victim of poor health, then turned the meeting over to T. T. RICKETTS, engineer on the Altamont local and one of the vice-presidents, who proceeded with the order of business. Fifty-nine applications for membership—thirty-one from the Pennsylvania division, fourteen from the Susquehanna, eleven from the Saratoga and three from the Champlain—were read and accepted, making the total membership, to date, 1,296. Various resolutions were then adopted among them being one thanking the Management for the courtesy of a special train, including a dining car, which had made it possible for the members on the Susquehanna division and the northern part of the Pennsylvania division to attend the meeting, and another conveyed the appreciation of the veterans to the entertainers who contributed much to the pleasure of the meeting. J. J. Rosenstock of the General Electric Company at Schenectady, a former division superintendent, was accepted as an honorary member, and the names of several officials were proposed for similar relations with the association, final action on their acceptance to be taken at the next regular meeting which will be held in January.

Splendid entertainment had been arranged and consisted of solos by Walter Gorman, who on other occasions has delighted the veterans; selections by the Madden quartette, composed of H. T. Madden, J. Jones, J. Evans, and A. Piling, whose splendid voices won a volume of hearty applause, and a recitation, Kipling's "IF," by Kneale Morgan, grandson of J. B. SAMPSON, secretary of the association, who, though young in years, acquitted himself in splendid manner.

Mrs. J. B. Sampson spoke briefly, voicing the opinion that a Ladies' Auxiliary similar to that now active on the Susquehanna division, was essential to the greater success of the veteran movement and expressed the hope that such an association of mothers, wives and daughters might be organized on the Pennsylvania division. MARTIN CRIPPEN, W .C. GURNEY, MARTIN KANE, E. W. LALOR, and T. T. RICKETTS also spoke reminiscently, and in an enthusiastic and encouraging way of the aims and hopes of the association. In these latter remarks the ambition to realize a 100 per cent membership was frequently expressed and moved MR. CRIPPEN to offer five dollars in gold to the member on any division who, before the date of the annual meeting, would turn in the greatest number of new memberships.

Announce Annual Get-Together

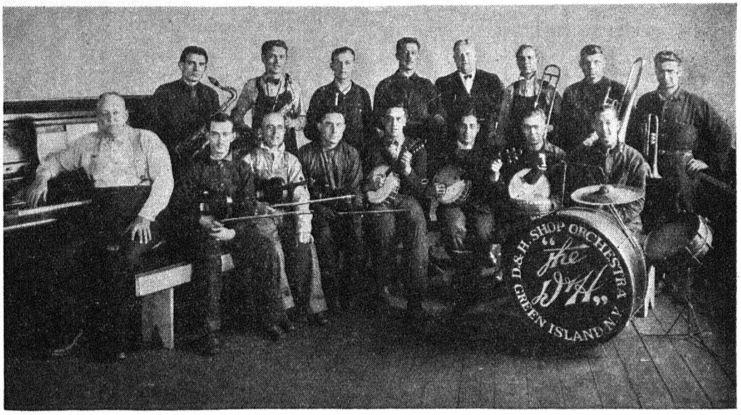
ANNOUNCEMENT that the Sixth "Get-Together" Meeting of Saratoga Division Officers and Employes will be held in the Casino at Saratoga Springs on Tuesday evening, November 17, is being received over the division in a spirit of keen anticipation because of the splendid reputation established by these "get-togethers" in past years. A change from Glens Falls to the Spa is made this year in order to accommodate a larger assembly than has heretofore been possible and while a general invitation is being extended to all employes on the division, the number of acceptances will, of necessity, be limited to five hundred, and these with a remittance of two dollars for each reservation desired, should be returned to C. W. Anthony, chief clerk to the division superintendent at Albany, and treasurer of the association, not later than Saturday, November 7. C. H. KEMP, division agent, as in years past, is chairman of the entertainment committee.

The program of entertainment will follow somewhat the arrangements which on other occasions have proved so satisfactory. Euchre, bridge, and five hundred will be the order of the afternoon; the annual dinner will be served at 7 p. m., during which a splendid musical program will be rendered; and at 9 p. m., dancing will become the pastime of the remaining hours of the evening, with Howland's orchestra, led by FRANK HOWLAND, assistant baggagemaster at Mechanicville, just as ready as ever to please and so help make the party a success.

Employes living north of Saratoga may join the party by arriving on trains Nos. 2, 4, and 6, and those from the south have the choice of trains Nos. 3, 5 and 45; while for the return trips trains Nos. 7 and 8 will answer very nicely.

E. E. Crowley Honored

At the annual meeting of the Roadmasters' and Maintenance of Way Association, held recently in Kansas City, E. E. CROWLEY of Oneonta, roadmaster on the Susquehanna division, was one of three new members chosen for the executive committee. He entered the service in 1918 as a roadmaster and was located at Plattsburg until November 1, 1921, when he was transferred to Oneonta.



GREEN ISLAND CAR SHOP ORCHESTRA

Front Row (Left to right) — Jack Schiller, Harry Fink, Wilfred Surprenant, Joseph DesLauries, William Briere, Anthony Daniels, Paul Sanspree, Harry Miller. Back Row (Left to right) — Richard Salisbury, Raymond Koons, Joseph Davis, Paul DesLauries, James E. O'Neil, Thomas Sedlow, Jacob Kowalski, and Louis DeCrescenzo.

Tune In On These Boys

Green Island Car Shop Orchestra of Fifteen Pieces Will "Go On the Air" at Station WHAZ on Monday Evening, November 2

STAND by, you radio fans, at 9:45 o'clock, Monday night, November 2. That will be Delaware and Hudson night at Station WHAZ of the Rensselaer Polytechnic Institute of Troy, N. Y., and the Green Island Car department orchestra of fifteen pieces will be on hand to entertain you. This is more than an amateur musical organization as you will be ready to admit long before the announcer signs off for the night and, consequently you may expect to enjoy every minute of the time you loll in your easy chair while listening in.

Every member of the orchestra is a bona fide employe of the shop who daily goes about the task of making fit for road service gondolas and box cars needing repairs. Under the leadership of PAUL DESLAURIES, airbrake repairman, and with the encouragement of J. E. O'NEIL, the general foreman, they have, by getting together outside of working hours whenever the opportunity was to be had, attained a high degree of efficiency and have won considerable popularity outside the shop plant, having been heard at local entertainments on several occasions of late.

Furthermore, in their splendid efforts, these boys enjoy the solid backing of their shopmates. A piano and drums, the cost of which was met by popular subscription, are now the property of the employes. Noon-day concerts are a feature that never fails to attract all who may be about the plant at the time. And, too, the services of the orchestra have gone far to advance the cause of Safety First in the shop as they are always freely given on occasions when shop rallies are held.

Augmenting the work of the orchestra for the evening there will be solos by TOMMY GILDEA, material foreman and MR. DESLAURIES, and a short talk on Safety First by J. E. LONG, superintendent of safety.

(Concluded on Page 14)

The
Delaware and Hudson Company
BULLETIN

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ALBANY, N. Y.

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Vol. 5. November 1, 1925 No. 21

Tell Them With Facts

NEVER stand by and let intrusive folks berate your profession. You are engaged in a business just as legitimate as any known to the world today and far more important than the majority. In fact, it ranks second only to agriculture. So, you see, you always have good combative evidence to begin with.

One popular avenue of attack on the railroads today is through the subject of rates. But don't let that bother you. The real cost of transportation is far from being determined by the rate for carriage. The best transportation is the cheapest at any price. Any intelligent person ought to be willing to pay adequate freight rates, because out of the railroad operation which they would make possible would come total economies far surpassing any economies that might result from a reduction of rates.

Proof of this is to be found in the greater efficiency program now sweeping the railroad world. In the first six months of this year each ton of freight, on the average, was moved fifty per cent farther each day than in the first six months of 1920. Does that mean anything to the shipper? Does it pay him to be satisfied with a rate that pays you a wage that encourages the giving of better service and at the same time makes it possible for management to equip its roads with modern motive power, rolling stock, signals and all those other things that serve to expedite the movement of freight and passengers far and above any previous records known.

That it is to the shipper's best interests to pay an adequate freight rate is proven by the fact that the better movement during the first six months of the present year actually amounts to a saving on goods in transit of approximately $40,000,000 in interest annually.

Looking at it another way, the railroads by being able to afford rapid and dependable transportation may be considered as a national insurance policy against over-production which at any time might easily be followed by periods of depression and unemployment. And in this the railroad employe may recognize a personal safeguard in rates that make possible quick and frequent service which, in the end, must have a very distinct bearing upon the ability of the railroads to give them more regular employment than otherwise might prove to be the case.

The Real Thrill

By BERTON BRALEY

OH, a dynamo's impressive, as efficiently it hums,
With its brushes making sparks of vivid blue,
And a battery of turbines shows a quiet strength that comes
From the thrust of headed waters churning through;
A reciprocating engine far down within a ship
Has a magic that is pretty rugged stuff,
But I get a thrill that's greater and that makes my pulses skip
When a big black locomotive starts its
"Hough! Hough! Hough!"

From the drone of airplane motors I can get a mighty kick,
And a racing car can make me yell "Hooray!"
And my fibers all are dancing to a tempo that is quick
When a hydroplane goes tearing down the bay.
But a duo-coupled Baldwin makes me tingle in my breast,
And a chill goes down my spine at every puff,
For its bass voice seems to rumble from the bottom of its chest
When a big black locomotive does its
"Hough! Hough! Hough!"

Such a big, black, bulky giant with a single blazing eye,
Like a Cyclops, with his muscles made of steel—
Such a roaring, ripping monster when he thunders grandly by—
Gee, I can't express the way he makes me feel!
But the spell of it is greatest when the engine gives a snort
That is full of scornful power—that's enough
To send fifty quivers through me, of a highly varied sort,
When a big black locomotive gives a
"HOUGH! HOUGH! HOUGH!"

(*St. Nicholas Magazine*, April, 1925)
—*The Century Co.*

What Lodestone Is It?

WHAT lodestone is it that draws men back to railway service? We've all heard railway men cuss their jobs until they were blue in the face. Give these fellows a job outside the railway field and they will shout their joy from the housetops—at first. Then you see them hanging around the shops or the stations or any place connected with a railway. They still maintain bravely that they wouldn't go back to railroading for anything—but they do.

—*Railway Review.*

Observe Memorial Sunday

Veterans On Susquehanna Division Pay Tribute To Memory of Departed Associates at Quarterly Meeting of Their Association

THAT one of the duties of a Veterans' Association is to keep alive the memories of its deceased members is the spirit that caused The Delaware and Hudson Veterans' Association of the Susquehanna division to set aside Sunday, October 4, for Memorial Day observances. Such respects, accordingly, were paid in an appropriate manner as a part of the regular quarterly meeting which was convened in Oneonta.

On the arrival of members from points outside the city, a chicken dinner at the Windsor hotel was fully enjoyed and at 2 o'clock the meeting was called to order in the Municipal building by PRESIDENT W. C. GURNEY of Binghamton. It had been hoped that the Rev. Father Whaley of the Church of the Blessed Sacrament in Albany, and a son of JEREMIAH WHALEY of Oneonta, retired locomotive engineer, might be present and address the veterans. This he found impossible, however, and MR. GURNEY, following the singing of "Nearer My God to Thee," by a quartette composed of the Misses Ethel and Florence Beach, Water Beach and himself, voiced briefly the sentiments of the occasion, after which all stood a minute in silent prayer.

"We call to activity," said MR. GURNEY, "the great principles pledged by that splendid word 'Fraternity.' We need faith, however, to foster hope, and charity to dispense loving service as we travel life's road, for when the end comes, hope alone remains with those who in the gloaming say, 'Good-bye.'

"We have said 'Good-bye' to many friends and associates on the rail, with a saddened heart that found its sole consolation in that blessed hope. Some inspired by religious faith reach a full assurance of a happy reunion in that mansion prepared in heaven. Let us, who remain, therefore, take courage and so live that we, too, may enjoy that happy reunion."

MR. BEACH, accompanied by MR. GURNEY, then sang "Hope Beyond," and there followed a program of appropriate readings and musical selections all by the sons and daughters of deceased veterans. Miss Ethel Beach read "Away," by James Whitcomb Riley, and "When the Tide is Low," and Miss Florence Beach sang "My Task," by Ashford.

PRESIDENT GURNEY then called upon J. J. HURLEY, veteran foreman upholsterer at the Oneonta shops, whose ability to talk in a way that stirs the heart to thoughtful meditation is well known among the veterans, and he responded in his usual persuasive manner. "When you turn back fifty years and recall those who have gone from among us," he said in beginning, "you realize more and more just what it means to live. All through life you find railroad men ready to give a helping hand," he declared and traced this commendable trait from the days of the wood burner down to the part taken by the railroad men in the late World War, citing in particular their loyalty in the days when wages were low and when the hours of employment were longer by far than what they are today. "Get behind him, he's deserving of it; you cannot praise him too highly and there's no praise that's equal to that due the railroad man," he observed in conclusion.

The transaction of the regular business of the

Make Dust In The World

MY son, remember you have to work. Whether you handle pick or wheelbarrow, or a set of books, digging ditches or editing a newspaper, ringing an auction bell or writing funny things, you must work.

Do not be afraid of killing yourself by overworking on the sunny side of thirty. Men die sometimes, but it is because they quit at 9:00 P. M. and do not go home until 2:00 A. M. It is the intervals that kill, my son.

The work gives you appetite for your meals; it lends solidity to your slumber; it gives you a perfect appreciation of a holiday.

There are young men who do not work, but the country is not proud of them. It does not even know their names; it only speaks of them as old So and So's boys. Nobody likes them; the great busy world does not know they are here.

So find out what you want to be and do. Take off your coat and make dust in the world. The busier you are the less harm you are apt to get into; the sweeter will be your sleep; the brighter your holidays; and the better satisfied the whole world will be with you.

BOB BURDETTE.

association followed and the reports of the secretary and treasurer were most encouraging to the members present. PRESIDENT GURNEY announced the selection of D. F. WAIT to complete the unexpired term of W. E. CROCKETT, who recently resigned as treasurer.

There followed then a rare bit of entertainment by Miss Ruth Hill of Delmar, daughter of W. J. HILL, an assistant paymaster, who executed several classical dances to the enjoyment of all. She was accompanied by Mrs. Duane B. Eddy, wife of one of our roadmasters on the Susquehanna division, pianist.

Following adjournment, the members of the Ladies' Auxiliary held their regular meeting with Mrs. J. J. Conroy of Albany, presiding. Among other matters considered were plans for a get-together and theater party in Albany on Thursday, October 22.

J. B. SAMPSON of Carbondale, secretary of the general association, was present and seemed fully to enjoy the opportunity of meeting the members on the Susquehanna division.

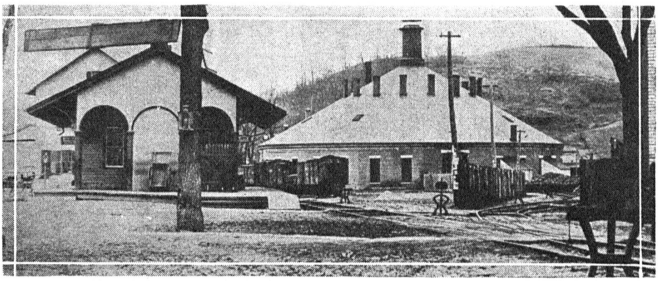
"As I was crossing the bridge the other day," said an Irishman, "I met Pat O'Brien. 'O'Brien,' says I, 'how are you?' 'Pretty well, thank you, Brady,' says he. 'Brady!' says I, 'that's not my name,' 'Faith,' says he, and mine's not O'Brien.'

"With that we again looked at each other, an' sure enough it was nayther of us."

—*Shevlin Equalizer*

Pensions Granted Recently

Seventeen veteran employes have recently been granted pensions by action of the Board of Managers, as follows: JAMES A. WOODS, No. 85 George street, Green Island, N. Y., locomtive engineer; THOMAS CHARLES SMITH, Central Bridge N. Y., flagman; RUDOLPH POHL, No. 179 Paine street, Green Island, N. Y., carpenter foreman, Motive Power department; JAMES W. BEETEN, Slingerland, N. Y., checker; WILLIAM H. MICKLE, No. 49 West Van Vechten street, Albany, N. Y., locomotive engineer; HUGH BRENNAN, No. 79 Court street, Plattsburg, N. Y., conductor; JOHN T. COYNE, No. 60 Jay street, Albany, N. Y., locomotive engineer; ARTHUR JONES, No. 730 Van Vranken avenue, Schenectady, N. Y., locomotive fireman; GEORGE W. LONG, No. 5 Eddy street, Fort Edward, N. Y., locomotive engineer; BENJAMIN F. MANN, No. 60 Yeager avenue, Forty Fort, Pa., clerk, Transportation department; WILLIAM F. RYAN, No. 862 Union street, Schenectady, N. Y., locomotive engineer; SPENCER E. COURTRIGHT, Nineveh Junction, N. Y., conductor; CHARLES H. RORK, No. 40 Dix avenue, Glens Falls, N. Y., conductor; MARTIN JACOBSON, Bainbridge, N. Y., crossing flagman; VITO MARTIN, Sidney, N. Y., track walker; CLARK THORP, Cobleskill, N. Y., crossing flagman; and, JOHN H. COLE, Tunnel, N. Y., telegrapher.



STATION AND OLD SHOPS AT SALEM, N. Y.

This interesting photograph, which is without date, must have been taken prior to April 28, 1876, when a portion of the shop plant (the roundhouse) was destroyed by fire and never rebuilt. In rear of the roundhouse and attached to it was the "Back Shop" which is still standing. All the buildings were erected by the Troy and Rutland Railroad Company, the holdings of which were acquired by lease by the Rutland and Washington Railroad Company, June 24, 1850, and by The Delaware and Hudson Company on May 1, 1871. The center of the crossing in the foreground at one time was the dividing line between the Rutland and Washington and the Troy and Rutland railroads. Other features of interest to be noted are the stub switches and the crossing warning which was inscribed on the board that spans the space between the trees at the left instead of on a diamond-shaped sign as today.

The Miner's Strike Loss

Since 1922, Says "The Trend," Quoting Significant Figures, Each Anthracite Worker Has Lost $555.00 By Reason of Strikes

WHAT the strike habit in the anthracite industry has cost the consumer, and what it has cost the industry as a whole, everybody knows to be a disastrous tale. But how about the anthracite worker? Has he gained or lost?

Doubtless he believes that he has gained. He has been told so. He does not keep a very strict watch over his own accounts. Least of all does he indulge in statistical calculations. It might surprise him to know that during the past four years he has been a loser, and no small loser, by the strike method. The figures that follow are authoritative. They take no account of the fact that even without strikes, some advance in wages during the period might have been secured—certainly a very reasonable assumption. But that probability is dismissed. The figures show only actual losses arising from the cessation of work by strikes.

In 1922 anthracite workers were on strike five and one-third months. Again in 1923, two-thirds of a month. Thus they were idle six months altogether preceding the Pinchot increase of ten per cent. Consequently it would take sixty months of the Pinchot increase to compensate for the six months' idleness, but as a matter of fact, they have operated under it only twenty-three and one-third months and have again gone on strike. They have recovered less than half of what they lost by strikes.

Let us see what this loss means to each anthracite mine worker in dollars and cents. Prior to the strike of 1922 the average annual earnings of all classes of employes was $1,818. Being idle six months in 1922 and 1923 they then lost half of this amount or $909. Receiving a ten per cent increase to $2,000 per year for twenty-three and one-third months, they recovered $354 of this amount leaving a net loss for each man of $555 by reason of the strikes.

These figures are illustrated by the statistics for a single important company:

AVERAGE ANNUAL AND MONTHLY EARNINGS OF VARIOUS CLASSES OF EMPLOYES WORKING THROUGHOUT THE YEAR 1921

	Number of Men	Average Annual Earnings	Average Monthly Earnings
Contract Miners	3,050	$2,112.17	$176.01
Inside Company Men	2,065	1,645.19	137.09
Outside Company Men	2,011	1,800.87	150.07
Total	7,126	$1,889.00	$157.41

LOSS IN WAGES ACCOUNT OF IDLENESS—PERIOD APRIL 1, 1922, TO AUGUST 31, 1925, BOTH INCLUSIVE

	Contract Miner Only	All Employes
Average Monthly Earnings	$176.01	$157.41
Time lost account of Suspensions, viz.: April 1, 1922, to Sept. 10, 1922—5-1/3 months Sept. 1, 1923, to Sept. 18, 1923—2/3 month Total Time Lost.	6 Months	6 Months
Loss in Wages Due to Idleness	$1,056.06	$944.46
Received an increase of 10% in Sept., 1923, which was in effect to August 31, 1925, a period of	23-1/3 Mos.	23-1/3 Mos.
The 10% increase amounted to, based on average monthly earnings for 1921 for 23-1/3 months	$410.67	$367.27
Loss in Wages for period April 1, 1922, to Aug. 31, 1925, above increase received	$645.39	$577.19

AVERAGE ANNUAL EARNINGS OF VARIOUS CLASSES OF EMPLOYES WORKING THROUGHOUT THE YEAR 1924

	Number of Men	Average Annual Earnings	Average Earnings Per Mo.
Contract Miners	2,443	$2,373.81	$197.82
Inside Company Men	1,894	1,764.38	147.03
Outside Company Men	2,083	1,796.72	148.89
Total	6,420	$2,006.78	$167.23

What have workers in allied industries lost by these strikes? That we can only estimate. We know that today some fifteen thousand railroad workers are suffering from the present idleness of the mines. But the injury does not stop there. Surely, there is a wiser and better way.

I Would Be—

I WOULD be true, for there are those who trust me;
I would be pure, for there are those who care;
I would be strong, for there is much to suffer;
I would be brave, for there is much to dare.

I would be friend of all—the foe, the friendless;
I would be giving, and forget the gift;
I would be humble, for I know my weakness;
I would look up—and laugh—and love—and LIFT.

—Howard Arnold Walter.

Doctor: "I can sew up your scalp for $50."
Patient: "But, Doctor, I only want plain sewing—not hemstitching or embroidery."

Fifty-One Years Not Enough

(Continued from Page 4)

The latter was studying for the ministry and was accustomed to carry a Bible in the box that served both for a tool kit and for a seat in the cab. In time he was ordained and left the road. Eddie Smythe went running about that time and was given a switcher in the North Albany yard. Of him he speaks "as one gentleman railroader if ever there was one." Tom Higgins, Jim Martin and Bill Bronk were others to be found at the throttle in that day. Bronk was an erratic worker. He had an inside connected engine, the running gear of which was painted a bright red and when he reported for work, well dressed and invariably wearing a shirt with white cuffs, he would first take a handkerchief and with it wipe different parts of the engine to see if any dirt had been overlooked. Then there was also Charlie Pillings and Bill Blake.

In 1878, he was placed in full charge of the roundhouse at Lumber street and continued in that position until in 1880. When there was a shortage of firemen, he would go out on the road for short runs and was also obliged to assist in the wiping of engines. At last he made up his mind to become an engineer and J. L. Cory, the master mechanic, offered to give him his rights on the road north of Albany. He preferred the Susquehanna division, however, and was sent to Cobleskill to report to Jim Davis who was running a pusher. He went directly from the train to Davis' engine and on their first trip they were out for two weeks before returning home. "I can remember that man," he says, "as one of the best I ever worked with. He ran an engine in Washington at the time of the war, but came here from Vermont."

His first visit to Oneonta is another recollection he likes to mention. With Davis and a Cook engine that depended entirely upon a pump system to keep it supplied with water, and which at the time had a leaky side sheet, they were being held up repeatedly by the "fellow" they were pushing. At last Davis, his patience much tried, proposed that they handle the train after which they reached Oneonta without any further trouble. It was late at night when they went to the Hathaway house, the only hotel then open, for a room. In the hallway was a large, round-topped table, filled with tallow dips from which they selected one before retiring. The following morning they were called to take out No. 1 and after that were kept in passenger service. During two summers he was also with Davis on the Sharon express with Howe Cave as the first stop after leaving Albany.

In May, 1885, he was promoted to engineer and went running on the No. 75, the *Moulton*. For a time he worked out of Delanson, getting a train of thirty or thirty-five cars as a rule, five of these being for Stony Lane (now Mohawk) and the remainder for Mechanicville or Troy. And often at the end of such a run he would be obliged to switch cars at Green Island and many were the times that a day would thus be stretched to from fifteen to eighteen hours.

Some trips were made to Whitehall and even to Plattsburg when there was a shortage of men on that part of the road. On one occasion when they expected to turn at Whitehall and return home, they were ordered to Plattsburg. For some time previous there had been little work and a dollar or two was the most that could be gotten together among the members of the crew. His conductor, Jim Sheldon, wired to C. D. Hammond, the superintendent, informing him of their financial standing and received in return authority to draw from agents the money they would require until they again got back to Delanson. This they found most convenient, indeed, for it was two weeks before they returned home.

For thirteen months he was on the rounds and then went to Albany where he worked extra. Then he got the way freight and for nineteen years held that run, thirteen years of the time having John Copley for his conductor. He was on the milk train for eleven years, the Altamont local, and during the war had Nos. 306, 308, 309 and 311. Seven years ago, he succeeded Johnnie Malone on Nos. 302 and 305.

He enjoys the distinction of having fired the first engine that ran out of Albany on the West Shore. Jack Sullivan was the engineer and "Jim" Mulhern, now general yardmaster at Kenwood, was "drilling the gang." The road was built over a trestle from a short distance south of "KN" tower to the Abbey and it was over this that they made a trip to the Abbey with a load of rail or other material, being the first train to pass over the new road.

Of his brothers, Owen, a marine engineer, once served as a timekeeper for "Bucky" Patterson, a roadmaster, whose office stood near the present Green street bridge in Albany; Jim held a similar position for a year or two, and Mike, as has been noted, flagged in Church street and was one of the organizers of the Capital City Aid Association which afterward became the Brotherhood of Railroad Brakemen, and now is better known as the Brotherhood of Railroad Trainmen.

For twenty-three years he has been a member of Division No. 172, Brotherhood of Locomotive Engineers, of Schenectady, is a communicant of Holy Name Cathedral, Albany, and a member of The Delaware and Hudson Veterans' Association. In 1884 he was married to Miss Margaret Purcell of Albany, who died eleven years ago, and to them were born several children, six of whom are still living.

Pleased With Their First Outing

OUTINGS and other social gatherings among our employes during the season which has just ended have climaxed in number and general satisfaction those of any other year. They have also established a record for sociability and good fellowship such as will guarantee their continuance when the weather again permits. And among these popular get-togethers none proved more enjoyable than did that which was conducted by the members of Oneonta Local No. 2, Association of Maintenance of Way Mechanics and Helpers, at Jay's Grove, in the Davenport road, near Oneonta, on Saturday, September 19.

The day was ideal. It was just the kind of a day that tempts people out of doors. And so it was that one hundred folk, bent on having a good time, were on hand. Some were at the grove as early as 9 o'clock in the morning in order to help in the preparations and thus make the event a success.

At 10:30 a. m., a baseball game between the Carpenters and Plumbers got under way. Each side had been warned by the other, some time earlier, just what it might expect and, as a consequence, each group of players was well supported by loyal fans who cheered when a particularly good play was made or booed when their opponents appeared to be favored either by the umpire or by Lady Luck. Had John McGraw been on hand he would have experienced little difficulty in selecting a team that would surely have returned a pennant to the Metropolis at the end of the 1926 season. J. A. DOYLE, bridge and building master, and W. E. PIERCE, water service supervisor, proved to be the "Babe" Ruths of the game and their work won them many congratulations. Hour after hour the game went on until at 2 p. m., it became necessary for the umpire to suspend further play in order that all might participate in the dinner. At that time, according to a few expert accountants who had been interested spectators from the very beginning, the score stood 43 to 38 in favor of the Carpenters.

At the tables, the menu cards were found to contain everything that goes to make such a repast popular. Of course, the little clams suffered most and soon there developed a real race between CHIEF CLERK PHIL REYNOLDS and MASON "BILL" SLOAT. The judges who sat in on the contest in the beginning, at last, seeing no chance for a let-up, lost their patience and resigned in favor of others. In the end, "BILL" won the decision by the narrow margin of one clam and peace reigned at the tables henceforth.

Quoits, cards and other diversions filled in the time following the dinner and the day ended with sentiment strongly in favor of making the outing an annual event.

The keen foresight and untiring efforts of the committee in charge of the bake, won for its members the hearty commendation of all. Of this committee, A. E. GROAT was the chairman, and he was ably assisted by H. I. QUACKENBUSH, M. C. MOON, WILLIAM STANBRIDGE, LYLE ELLIS, and others.

The Maintenance of Way Association was formed about three years ago among the Bridge and Building department employes, for fraternal and benevolent purposes, and is in a most prosperous condition. SHELDON TERBUSH is the president; FRED BARTON, vice-president; MILTON DRUMM, treasurer; FRANK NEER, corresponding secretary; H. I. QUACKENBUSH, financial secretary; FRED WEBSTER, business agent; and G. E. RILEY, G. L. CASE, and A. E. GROAT are trustees.

Among Our Bowlers

BOWLING is a topic of considerable interest among our employes at Albany and Colonie just now. This is due to the fact that league play, under the supervision of The Delaware and Hudson Athletic Association, which since 1918 has proved a most excellent winter pastime, is once more under way. The advent of a Ladies' League, composed of young ladies employed in the general offices, however, has added new zest to the sport, and already the various teams are giving a good account of themselves.

MISS MARGARET CORR of the Purchasing department, is president of the new league; MABEL CUMMINGS of the auditor of freight accounts' office, vice-president; LILLIAN LASHER, of the vice-president and general manager's office, secretary; and, MABEL FRANCIS of the superintendent's office, Saratoga division, treasurer. The teams and their members are as follows:

Generals—Lillian Lasher (captain); Margaret Beck (CFA); Katherine Gleason (Supt); and, Elizabeth Hogan (Supt).

Superintendent—Mabel Francis (captain); Jane Farro (AGM-P); Margaret Taylor (APA); and, Dolores Connolly (UTCO).

Auditor—Mabel Cummings (captain); Alice Magill (AFA); Alice Roche (AFA); and, Cleta Hammon (UTCO).

Purchasing—Margaret Corr (captain); Theresa Murphy (Pur); Martha Higgins (Pur); and, Margaret Carr (Legal).

Police—Irene Hover (captain); Helen Dibble (FC); Florine Bouchard (Valuation); and, Roslyn Geritz (Reproduction).

Revenue—Mildred Crotty (captain); Mary Loudis (AFC); Florence Priest (AFA); and, Mabel Dearstyne (A to GTM).

Transportation—Mary Glynn (CSB—captain); Irene Baillargeon, Agnes Welsh and Loretta Waters, all of the Car service bureau.

Traction—Mildred Ferris (captain); Marilla Latta (FC); Clara Crowley (Tel.); and, Gertrude Norton (APA).

Harry C. Young of the Purchasing department, again is president of the men's bowling league; A. J. Blaising, vice-president: E. J. Ryan, secretary; and J. E. Lindsay, treasurer. Ten teams are entered in the league and are composed as follows:

Purchasing—Harry Young (captain); Ray Langhor, George Ayres, Jim Morette, and, Lester Kahnle.

Revenue—E. J. Ryan (captain); Jack Ferris, Fred Earing, Watson Ferris, and, Howard Hooghkerk.

Paymaster—J. R. Lindsay (captain); O. H. Faus, William Willesteadt, Harry Signor, and, Cummings.

Traffic—A. J. Blaising (captain); George Turner, Bob Gemberling, John Palmer, and, Jack Harvey.

Car Department—Elliott McGaughan (captain); Joe Evers, Eddie Evers, Dick Wallace, and, Jack Watson.

Motive Power Department—Bob Irish (captain); William Foley, Jacob Haas, C. Williams, and, Irwin Kelley.

Dispatchers—G. H. Bonville (captain); Hughie Williams, Merritt Owens, Frank Cassidy, and, C. Cassidy.

Auditors—H. E. Vedder (captain); Fred Ellsworth, Sylvester Malson, Joe Urschel, and, Arnold Karow.

Generals—E. B. Sniffen (captain); Ralph Richmond, Eddie Clas, Grover Borthwick, and, Grover Long.

Transportation—Elmer Ragotzkie (captain); J. Keough, Eddie Flanigan, John Smith, and, Bert Long.

The games in both leagues are contested on the alleys of the Railroad Young Men's Christian Association in Broadway, Albany. The season for the Ladies' League ends on March 9, while in the other league the play will continue until March 31, and will be followed by a "roll-off" between the leaders of the first and second halves on April 5, and a High-Low tournament on April 6 and 7.

"A little word in kindness spoken,
A motion, or a tear,
Has often heal'd the heart that's broken.
And made a friend sincere!"

Tune In On These Boys

(Continued from Page 7)

The members are as follows: Paul DesLauries, airbrake repairman, director; Jack Schiller, laborer, piano; Joe DesLauries, airbrake repairman, violin; Hank Fink, airbrake helper, violin; Pete Suprenant, laborer, violin; Dick Salisbury, laborer, saxophone; Ray Koons, laborer, saxophone; Joe Davis, laborer, trumpet; Louis Crescenzo, car repairman, trumpet; Paul Santspree, material man, banjo; Kid Briere, laborer, banjo-mandolin; Tony Daniels, laborer, banjo; Jake Kowalski, car repairman, trombone; Tommy Sedlow, car repairman, trombone; and, Henry Miller, painter's helper, drums.

The program for the evening as arranged by Leader DesLauries, with Jack Schiller an old-time vaudeville artist, playing piano accompaniments, is as follows:

Overture—"Bridal Rose.....Orchestra
Banjo Solo—"Yes Sir, That's My Baby"..
.....Tony Daniels
Fox Trot—"If I Had a Girl Like You"
..... Orchestra
Trumpet Solo—"The Rosary".....Joe Davis
Fox Trot—"By the Light of the Stars"..
..... Orchestra
Vocal Comedy—"Laughing Song" composed and sung by.....Paul DesLauries
Spoon Novelty—"That's a Plenty"..Henry Miller
Fox Trot—"All Aboard for Heaven"...Orchestra
Vocal Solo—"Pal of My Cradle Days"...
.....Tommy Gildea
Fox Trot—"The Co-Ed".....Orchestra
Violin Solo—"Ye Who Have Yearned....
..... Joe DesLauries
(Paul DesLauries at the piano)
Fox Trot—"Cecelia".....Orchestra
Vocal Solo—"Irish Home Sweet Home"
.....Paul DesLauries
Fox Trot—"Yes Sir, That's My Baby"
..... Orchestra
Violin Solo—"Berceuse".....Harry Fink
(Paul DesLauries at the piano)
Fox Trot—"As a Porcupine Pines for its Pork" .....Orchestra
Piano Solo—"To a Wild Rose"..Paul DesLauries
Fox Trot—"Seminola".....Orchestra

And, then, if you have enjoyed this program, please do not fail to address Mr. DesLauries or Mr. O'Neil, at the Green Island shops which courtesy they surely will appreciate.

You can't tell a good man by looking at him, nor can you tell him by his reputation; you must winter with him, and summer with him, year in and year out, before you know him.

Clicks from the Rails

Atterbury Elected President

General W. W. Atterbury was elected president of the Pennsylvania railroad on September 30, last, succeeding Samuel Rea who retired the same day under the pension regulations of the company thereby concluding a service of fifty-four years. General Atterbury was born in Albany, Ind., January 31, 1866, and was graduated from Yale university twenty years later with the degree of Bachelor of of Philosophy. That same year he entered the machine shops of the Pennsylvania and in 1903 was made general manager of the lines west of Pittsburgh. Six years later he was promoted to a vice-presidency. During the war with Germany he served in France with the rank of brigadier general as director general of transportation, but with the restoration of the roads to their owners, following the war, he resumed his active duties as vice-president in charge of operations for the entire Pennsylvania system and continued in that capacity until November 15, 1924, when he was appointed a vice-president without designation in order that he might act in a more general executive capacity.

Whence Comes "Dead Head"

Whence comes the sobriquet of "Dead Head," so popular in railroad parlance? One authority explains that the ancients made use of this slang term, also. And with them it was applied exactly as it is today, to one who receives gratis those favors for which others must pay. The term is said to have originated in Pompeii where the manager of the principal theater gave his friends a pass in the form of a tiny model of the human skull which, in turn, was handed to the doorkeeper for admission.

Farmers Find Radio Helpful

Upward of 550,000 farms in the United States have radio sets, according to the estimate of the U. S. Department of Agriculture, following a nation-wide survey. Not only do farmers derive a pleasure from this modern invention but he also finds it most helpful in providing him with the latest market information, weather reports and profits further by its educational value.

And when you are fully covered by Group Insurance one of your greatest duties to your family will have been fulfilled.

Yard Crews Take a Hand

Every member of a hump or flat switching crew in the Conway yards of the Pennsylvania system is to become a member of a freight claim prevention committee. Each regular hump crew is divided into three teams each having a captain of its own selection. Bulletin boards will show daily the standing of these teams computed on the basis of accidents caused by the failure of any crew member. An extra man will take the place of the man for whom he is substituting and it is up to the other members of the team to see that he is properly instructed. The flat switching crews will be organized in much the same way.

It Would Be So Yet Today

"If Mohammed will not go to the mountain," observed a railway publication of fifty years ago, "the mountain must go to Mohammed. Thus a new railroad in Iowa declined to go into the village of Oakfield but left it half a mile away, and now Oakfield is being moved to the railway, buildings and all, and the place that formerly knew it will know it no more."

Enormous Fire Losses

The total expenditures for building in 180 cities of the United States exceeded $3,250,000,000 in 1924. Chasing the new construction was a fire loss of around $548,000,000 reducing, as in the previous year, the country's total accumulated wealth by no small setback.—Industrial Fire Chief.

In Group Insurance Realms

Beneficiaries of twenty-three members of the General Electric family of Schenectady and elsewhere, received during the month of July, last, claims amounting to $27,650. None of these were in excess of $1,500.

Those Christmas Club checks will surely look pretty good a few weeks hence.

Class I railroad employes numbered 1,781,696 persons on July 1, this year.

To avoid that run down feeling, cross crossings cautiously. —*Judge.*

Most Careless Nation of All

America has the reputation of being the most careless nation in the world with an accident death rate for the United States of 76.3 fatalities for each 100,000 population, almost two and one-third times as high as the record of England, which is only 33.6 per 100,000. Our death rate due to automobile accidents leads the world, being 14.8 for every 100,000 against 5.2 in England and Wales, 4.3 in Scotland, 4.6 in New Zealand and 3.6 in Canada during 1923. Figures for 1924 show that for 158 American cities the automobile death rate was 19.4 per 100,000, causing not less than 17,400 deaths in automobile accidents, not counting accidents which involved railroad trains or street cars and automobiles.

Personal Contact Our Sales Medium

Whoever has wares to offer must make them known to buyers. That is why merchants advertise and have show windows. Railroads also advertise, but their most important outlet —their show window—is and must continue to be personal contact with the shipping and traveling public.

—JULIEN L. EYSMANS, *vice-president in charge of traffic, Pennsylvania Railroad.*

Would Abandon Alaska Railroad

That the Alaska railroad, government owned and costing $60,000,000, ought to be abandoned is the opinion of Arthur M. Free, of California, who has just returned from our northernmost possession. It serves a population of 5,000 people, he says, at an annual cost for operation and maintenance of $2,000,000, an average of $400 for each person served.

Record Freight Haul

Great Northern Railway officials claim for their road the fastest long distance heavy tonnage freight train ever run on an American railroad. The train bearing 10,928 tons of ore was piloted from Gunn, Minn., to Allouez, Wis., a distance of 100 miles in four hours and fifty-five minutes.

Net operating income is what is left over after the payment of operating expenses, taxes and equipment rentals but before interest and other fixed charges are paid.

DID you ever stop to think, what a marvelous thing a day really is, and what wonderful opportunities for happiness it holds? Every morning we wake to a new miracle, a marvelous world of beauty, overflowing with possibilities. The grandeur, the mystery of it all ought to entrance every human being. To think that each morning we are ushered into a new life; that no matter how many mistakes we made yesterday, no matter how many times we slipped up or what our sins were, or how many opportunities we lost, we can start anew today and fill every hour with the best we can put into it. This of itself should fill one with joy and gratitude.

—O. S. MARDEN